

BY YESTERDAY'S MAIL.

The following are from Home papers dates of May 28th to June 3rd—

Spain's Future.

MADRID, 28th. At a meeting of members of the Majority in the Senate and the Chamber, Señor Silveira, the Premier, presided.

Reviewing the disasters which Spain had suffered in the recent war, the Premier said they were due exclusively to those in power at the time. The people had not contributed to them, except in having with great resignation made enormous sacrifices by going out to fight in a country which did not inspire them with much enthusiasm. The Chambers, with the object of compensating the people, must therefore devote themselves to hard work. Radical reforms were necessary, and for these, after the greatest efforts, he had been obliged to find a place. He believed that the reforms could be realised without recourse being had to a Dictatorship, which he disapproved. If he failed, the country would fall under a Dictatorship, which would by no means provide a remedy for its situation, but would be productive of the greatest evils.

Señor Ujaval was chosen as candidate for the Presidency of the Chamber. Marshal Campos, who sat on the right of Señor Silveira as President of the Senate, thanked the Queen Regent and the Government for his appointment.—Reuter.

Belgians Out the Record in Antarctic Exploration.

BRUSSELS, May 31st.

An interview granted to the *Independence Belge* by M. Arctowski, the geologist attached to the Belgian Antarctic expedition, has elicited one or two interesting details of the cruise. M. Arctowski, who has returned in advanced of De Gerlache, states that on New Year's Day, 1898, the *Belgica* grounded on a reef in the port of Hushan, and it was not before the end of that month that any of the serious work of the expedition could be attempted.

Not far from Cape Cookburn a new strait was discovered, beyond which could be seen a lofty range of ice-covered mountains. No life exists on these lands, but in the waters around whales and seals are plentiful. To the *Belgica* belongs the honour of having penetrated further into the Antarctic icefields than any preceding expedition. On 30th May, 1898, 87.39 south latitude was reached.

Deadly Frozen Drinks.

ICE-CREAM POISONS FIFTY-FOUR PERSONS IN AMERICA.

NEW YORK.

The great bane of the American summer, namely, the excessive consumption of frozen drinks, has begun its harvest of deaths. Yesterday at an Eastport church festival 54 persons were poisoned by ice-cream, two clergy-men being amongst them.

The catastrophe is expected to bring before the authorities the necessity of stopping the wholesale consumption of so-called "Soda," which is so large a source of profit to New York druggists.

New York Kidnapping.

New York last night was delirious with joy at the recovery of baby Clark, whose recent kidnapping created such a sensation.

Even to-day sixty-fifth-st. was continuously thronged with a cheering crowd, who insisted every now and then in seeing the mother and child in the window.

Detective-chief McChiskey states that the dramatic part of the case is only just beginning. He declares that there is an organised band of kidnappers headed by the son of a judge, who after shining for a time as a brilliant spend-thrift, became successively a "tammy" captain, an automobile driver, and a yellow journalist.

Some of his accomplices are wealthy and well-known men, and the publication of their names will cause a great sensation.

New York Inquiry.

SENSATIONAL CHARGES AGAINST THE MAZET COMMITTEE'S ATTORNEY.

NEW YORK.

At the Mazet Committee, to-day, an acute phase was reached.

Price, a noted tenderloin police captain, accused the committee attorney, Mr. Moss, of inducing a doctor, named Parkhurst, to perjure himself before the grand jury in 1894. Price was therefore flying out.

Moss proposes resigning and thus ending the investigation.

Gin-Soaked Africa.

LIVERPOOL. Intelligence has been received here that the Sierra Leone Government have adopted the same plan as the Lagos authorities respecting the new duties on spirits, and will make the increase operative on liquors in stock and not bona fide sold, and which may have already paid the lower duty.

A circular to this effect has been sent out by the Sierra Leone Government to the merchants. Official news has reached here that President Coleman had been re-elected President of the Republic of Liberia, West Africa.—Reuter.

Danish Labour War.

PROSPECT OF A HUNDRED THOUSAND MEN BEING LOCKED OUT.

COPENHAGEN, May 30th. The number of men locked out of the Danish building trade is 13,000, and as the textile manufacturers are joining the movement, it is believed that from 30,000 to 100,000 men will be thrown idle before the end of the present week.

If the operative coopers, hitherto permitted to remain at work for the sake of the great national interests involved in the butter and egg trade, carry out their threat of striking, the export to England may be cut off.

Belgians in China.

COMMERCIAL DELEGATES ARRIVE TO EXAMINE TRADE PROSPECTS IN PEKING.

The question of the railway connection with Peking remains in abeyance for the present.

Meanwhile, Belgium is showing signs of considerable commercial activity. An official mission, on the importance of which M. Duquet, has arrived here for the purpose of collecting information on the subject of markets and mercantile openings in China, the end in view of course being the expansion of Belgian commerce to the far East.

From the Belgians, the Dutch and the French, the Belgians have arrived at Shanghai, and from there they have proceeded to Peking.

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The Democratic Press condemns it utterly, though it is generally acknowledged to be not so drastic as was anticipated from the Kaiser's Oeynhausen speech last September.

The *Vorwaerts* characterises the bill as signifying the complete annihilation of the right of coalition of the German working class, and says that the workmen have the right to offer them, and will fight, strenuously, conscious of having their right and civilisation on their side.

The *Frankfurter Zeitung* sums up the bill in a sentence:—"The right of coalition is left to workmen, but if they use it they will be punished."

It also considers that the bill imperils the whole social development of the country.

The *Norddeutsche Allgemeine* writes that the bill in no way touches the right of coalition, but only aims at preventing abuse of the right, its object being to serve those ends which are strenuous for alike by employers and employees.

The Liberal papers, however, doubt the truth of the latter assertion.

London Fires.

EXCITING RESCUE FROM A BURNING BUILDING IN OXFORD STREET.

A fire broke out shortly before five o'clock yesterday morning in the lower part of a large private house in Newman-st., Oxford-st.

After it was thought the flames were all out, the shrieks of a woman were heard, and through the dense smoke, which by this time enveloped the burning structure, could be seen the figure of a female at the front window on the third floor appealing for help.

The escape from Tottenham-court-road, was by this time on the scene, and firemen Sidney Sollen and Thomas Brannan ran it under the window and succeeded in bringing safely to the ground a young woman named Annie Collins.

She was found, however, to be injured both bodily and by the shock, and was at once conveyed to the Middlesex Hospital in Mortimer-st.

Serious damage was done to the premises before the fire could be extinguished.

Victoria Dock Fire.

TWO LIVES LOST AND A JETTY BURNED OUT.

The fire which broke out at the Victoria Dock at a late hour on Thursday night was of a very serious character. The whole of yesterday forenoon was engaged, and last evening volumes of smoke were still issuing from the hold of the *Banffshire*, a large steamship lying near the scene of the outbreak.

Many exciting scenes were witnessed, and it is known that two lives were lost. A fireman belonging to the ship was driven overboard at the commencement of the fire, and a labourer named Thomas Bailey, of East Field-road, Silver-town, was suffocated by ammonia fumes in the early hours of yesterday morning.

Several men suffered injuries, and one had to be taken to the Seamen's Hospital.

The origin of the fire is unknown. Smoke was first seen ascending from K's Jetty, to which the *Banffshire*, in Glasgow, was moored. A foreigner, since returned from New Zealand with a cargo of wool and frozen meat. Some 2,000 bales of wool has been transferred to a large corrugated iron shed on the jetty, and on Thursday the men were unloading the frozen meat. About twenty minutes past ten it was noticed that smoke was rising from the wooden structure resting on piles, and that the shed had also been attacked. Engines from West Ham, East Ham, and all over the London-metropolitan area were soon on the spot. The fire by this time had gained a firm hold of the jetty and building. Crews of firemen were stationed at the dock, and the greatest excitement prevailed.

Order was admirably kept by the dock police. The *Banffshire* became alight immediately after the alarm was given. Flames from the jetty scorched the side of the vessel, burning away every particle of paint, and then running up the rigging.

It was at this early stage that the first fatality occurred. A man, said to be a fireman, seeing the awnings alight, dived overboard in an endeavour to escape. He was not seen to rise, and eye-witnesses state that he must have been drowned. Another man also jumped into the water, but he was picked up by a lighterman.

The fire rapidly enveloped the corrugated shed and destroyed it. Yesterday the place was a complete wreck. The salvage consisted of a small quantity of spoil wood.

The *Banffshire* was grounded on the mud, and efforts were made to subdue the fire in her interior. Several unfortunate accidents occurred yesterday. Thomas Bailey fell into the hold and was asphyxiated.

Another man named Alexander Gerard, of Warrington, who fell into the water, was rescued and sustained two scalp wounds and injury to his back.

At a late hour last evening the firemen were working on the ship.

The *Banffshire* is a steamship of 5,526 tons, and is commanded by Capt. Stewart. She has only been built two or three years.

Belfast Shipbuilding.

THE INCREASED ANNUAL OUTPUT, AND THE CITY'S COMMERCIAL PROGRESS.

Belfast as a commercial centre, has within recent years made enormous strides, for which the shipbuilding industry is doubtless largely responsible.

It was when the linen trade was the staple product of the town, but things have not been booming in this line for some years. Notwithstanding, a fourth of the present population of over 300,000 are still dependent on the factories for a livelihood.

The shipbuilding firm of Harland and Wolff employ about 10,000 men, and that of Workman, Clark, and Company about half that number.

In the year 1865 Harland and Wolff's output was under 5,000 tons, in 1874 it was 15,924 and year after year the tonnage has increased until in 1897 it was 133,000 tons. In 1898 it was 131,116 tons, in 1899 it was 131,116 tons.

It will thus be seen how the tendency to build bigger vessels has enlarged the yearly output, and although last year does not reach the figure of 1897, it is only fair to state that the *Oceanic* was being built in '98, but was not launched until January, so that her 17,000 tons it added to the return for '98, would make a total slightly in excess of 1897.

Messrs. Harland and Wolff have sent abroad during the first five months of '99 about 20,000 tons of shipping, and they expect that the output for this year will be well up to record, and the same remark applies to the other shipbuilders.

The output of the *Oceanic* will be completed in a few months, and then the public will perceive the economic progress made by the shipbuilding industry.

From the fact that the *Oceanic* is a ship of 17,000 tons, it is evident that the shipbuilding industry is not only a source of employment, but also a source of commerce.

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line) of the *Africa* and the *Medie* (same line), sister ships of 12,000 tons each; the *P. and O. China*, of 8,000 tons; the *Imperial* (of the Leyland line), 10,500 tons; the *Germanic* (White Star), 5,000 tons; and the *Englishman* and *Cambrian* (both of the Dominion line), the former 6,330 tons and the latter 5,000 tons.

Russian Famine.

HOPES ENTERTAINED THAT THE HARVEST MAY YET BE SAVED.

ODESSA, May 28th.

During the last two or three days the number of letters and reports from the famine districts has been somewhat less, not because the famine is less terrible, but because the situation remains unchanged.

Improvement there can be none for at least two months, and those two months will be very trying.

The following letter, which appears in the *Odeska Novosti* of to-day, shows that the state of affairs in the Government of Kazan is still such as to demand ever-fresh efforts on behalf of the inhabitants.

"I beg you to make known to the reader of your paper," writes the author of this letter, "my earnest appeal for help for 30 Russian and Tartar villages round the town of Arsk in this Government, where thousands of poor wretches stand in the sufferings of omnipotence. Though much is done by the Red Cross Society, it cannot meet all the demands upon it."

"Every day thousands present themselves and wait all day in hope of some help, but for want of money we are obliged to refuse them and to send them away empty."

In a recent interview with a representative of the *Rossia*, Court, Tolstol stated that this Government of Kazan was now, in his opinion, more in need of help than any other part of the country.

In Samara relief is now well organized, all that is necessary for the moment has been done, but contributions are not lacking. Court, Tolstol also insisted strongly on the necessity of finding out carefully on the spot the statistics of the harvests of last year and the year before, last in these districts.

It seems strange that he should feel it necessary to insist on this now, for we should have thought that would have been done long ago.

Generally speaking it is very difficult to get any thoroughly trustworthy statistical information as to the number of assistance given. There are no special maps of the districts published, at least, if there are they are not accessible to the general public, but strictly official.

During the last few days rain has fallen in some parts of the south-western region, and hopes are entertained that the harvest may yet be saved; for the Odesa district the rain, such as it was, is unhappily too late to be of much use.

I was speaking a couple of days ago with a corn merchant here, who assured me that, in spite of all alarmist rumors, there would be no real scarcity of corn this year. Wheat, which last year cost 5d. the bushel, is now 3d. 6d. a bushel, and barley 3d. 6d. a bushel.

The proprietors keep their corn two, three, and even four years in the hope of a rise, and when there is a scarcity and prices are high, it is surprising what large quantities of corn will suddenly be available.

Spain Sells.

CAROLINES AND LADRONES TO GERMANY, MADRID.

The Cortes were reopened to-day with the usual ceremonies. In the Queen Regent's inaugural speech she said that the Government of Spain was now, in her opinion, more in need of help than any other part of the country.

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Pumping a Criminal.

GERMAN POLICE METHODS OF TRACING STOLEN GOLD.

BERLIN, May 28th. A few months ago Wally Lange, the messenger of a large Berlin publishing house, embezzled £2,000. When captured next day he declared that he had spent the night in the open air and that the whole amount had been stolen from him during his sleep.

After he had started the five years' imprisonment to which he was sentenced, the police introduced an agent into the prison walls. This man, while posing as a fellow-prisoner, kept close watch, though without allow, to pump the boy. Finally, after having heard all the heroic deeds that the supposed prisoner professed to have accomplished, Lange became trustful, and divulged the place where he had hidden his spoil.

The agent only got at the truth after assuring the boy that at the end of five years the hidden notes would be rotten and useless. He obtained the secret by saying that he himself would have finished his term in a few months, and when he would take the money, keep a certain proportion for himself, and give the remainder to Lange's brother in Brussels.

Notes to the value of £1,300 were actually found in the specified place.

When questioned as to the rest of the money Lange, who now discovered the trap into which he had fallen, said he would reveal it only on condition that his former principals promised to pay over £200 to his widowed mother.

The principals refused, and the matter remains in the hands of the police.

Hotel Mystery.

YOUNG AMERICAN LADY FOUND SHOT.

At the Hotel Metropole, Northumberland-avenue, a young American lady was yesterday discovered in bed in an unconscious position. She had a bullet wound in her head, and her side was a small pistol, with which the lady had evidently been indicated.

At the hotel the greatest mystery hangs about the case. The lady was found in bed, and the bullet wound in her head, and her side was a small pistol, with which the lady had evidently been indicated.

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She was accompanied by a companion, and it is said that her visit to this country had been undertaken with a view to improving her health. The two ladies arrived at the hotel on Tuesday evening. They did not register their names in the visitors' book, and by the officials it was understood that they were merely going to stay the night, and on the morning leave for New York.

It was about five o'clock yesterday morning that Miss Darche's companion alarmed the household with the information that she had suddenly awakened and discovered the younger lady under the circumstances related above.

NATURE OF THE INJURIES. A medical man who was staying at the hotel was summoned without delay. At first it was thought that the lady's injuries were not serious; but a more careful examination proved that the wound in her head, although not serious, was very dangerous. The result, finally, was that the weapon on the bed was apparently nothing more formidable than a toy pistol, but the tiny pellet had entered the skull at an exceedingly dangerous angle. At a late hour last night Miss Darche was still alive, but grave fears were entertained as to her recovery.

The police of the "A" Division have been apprised of the strange occurrence.

Extraordinary Cricket.

Surrey scored 811 against Somerset at the Oval yesterday, the highest score in the history of the club, and Robert Abel was credited with 357 not out, which lands him at the top of the averages. Somerset scored well on the whole, but what a defeat—one innings and 379 runs.

Abel, not out, 357; Somerset, 379. Somerset's innings: 1st, 379; 2nd, 379. Somerset's batting: 1st, 379; 2nd, 379. Somerset's bowling: 1st, 379; 2nd, 379. Somerset's fielding: 1st, 379; 2nd, 379. Somerset's catching: 1st, 379; 2nd, 379. Somerset's running: 1st, 379; 2nd, 379. Somerset's wicket-keeping: 1st, 379; 2nd, 379. Somerset's all-round: 1st, 379; 2nd, 379. Somerset's total: 1st, 379; 2nd, 379. Somerset's average: 1st, 379; 2nd, 379. Somerset's record: 1st, 379; 2nd, 379. Somerset's position: 1st, 379; 2nd, 379. Somerset's status: 1st, 379; 2nd, 379. Somerset's rank: 1st, 379; 2nd, 379. Somerset's class: 1st, 379; 2nd, 379. Somerset's grade: 1st, 379; 2nd, 379. Somerset's level: 1st, 379; 2nd, 379. Somerset's stage: 1st, 379; 2nd, 379. Somerset's rank: 1st, 379; 2nd, 379. Somerset's class: 1st, 379; 2nd, 379. Somerset's grade: 1st, 379; 2nd, 379. Somerset's level: 1st, 379; 2nd, 379. Somerset's stage: 1st, 379; 2nd, 379. Somerset's rank: 1st, 379; 2nd, 379. Somerset's class: 1st, 379; 2nd, 379. Somerset's grade: 1st, 379; 2nd, 379. Somerset's level: 1st, 379; 2nd, 379. Somerset's stage: 1st, 379; 2nd, 379. Somerset's rank: 1st, 379; 2nd, 379. Somerset's class: 1st, 379;

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU J. B. Murray	Kobe and Yokohama	To-morrow, 6th July, at Noon.
MAKURA MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE, MULPO and NAGASAKI	To-morrow, 6th July, at Noon.
YAMAGUCHI MARU R. Nunome	Kobe and Yokohama	To-morrow, 6th July, at 4 P.M.
INABA MARU W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	TUESDAY, 11th July, at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KAMAKURA MARU N. Trenni	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELLE RUBATTINO	Sapori	8th July.
*DOMENICO BALDUINO	Cinepa	5th August.
*SINGAPORE	Pizzarello	2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight, Passage, &c., apply to: CARLOWITZ & CO., Agents.

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SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS

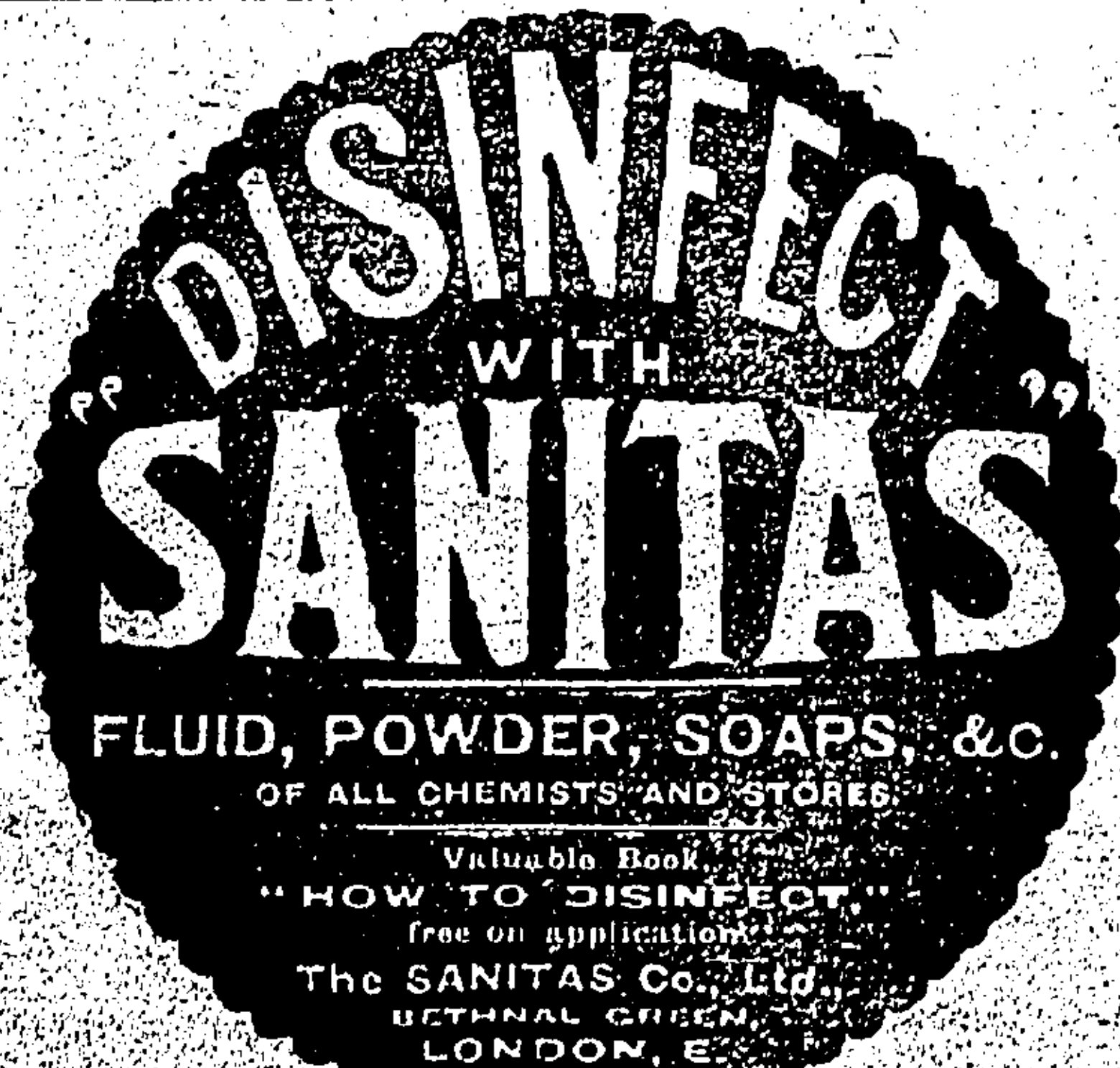
ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.



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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co. Ltd.
DUNLOP TYRES, BICYCLES—Price, \$160.
Special reliable Watch made for this Climate.
Quality, Accuracy, and Reliability.
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JAPANESE FINE ART CURIOS.
31 & 33, QUEEN'S ROAD, HONGKONG.
35, WATER STREET, YOKOHAMA.
and:
36, DIVISION STREET, KOREA.
Hongkong, 15th March, 1899.

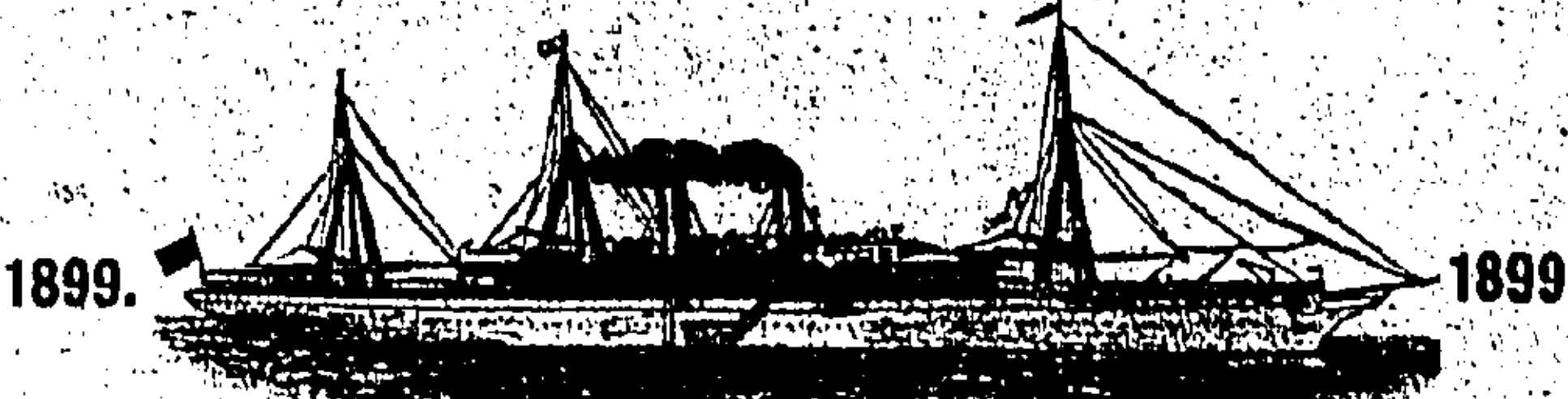
FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO. LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store, there, at HONGKONG RATES.
H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899. 610a

NOTICE

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
GRAND, C. T. T. (American bark, J. E. Smith) — By Order.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICOVER (B.C.) in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

THE Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. 1310

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from Entrance Hall to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 29th April, 1899.

Notice of Firm.

NOTICE

WE have this Day authorized Mr. CARL CHRISTIAN HERMANN SCHROTER and Mr. PAUL FRIEDRICH HERMANN WESTEN DORFF to sign our FIRM for Production of all our business in connection with the...
HERMANN & CO. LTD.
HONGKONG, 1st July, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

STEAMERS.

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HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

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